



Commodity Specification

COMMERCIAL PACK GEESE

September 2006



I.	GENERAL.....	1
A.	Product Description.....	1
B.	Commodity Complaints.....	1
II.	COMMODITY SPECIFICATIONS	1
A.	Basic Requirements.....	1
1.	Date Processed.....	1
2.	Origin of Geese.....	1
3.	Inspection.....	2
4.	Product Temperature	2
5.	USDA Sampling Option	2
6.	Organoleptic Requirements	2
B.	Commodity Requirements.....	2
1.	Type - Frozen.....	2
2.	Class.....	2
3.	Style	3
4.	Basting	3
5.	Necks and Giblets	3
6.	U.S. Grade	3
7.	Geese From Other Plants	3
C.	Packaging and Packing Materials.....	3
III.	LABELING	4
A.	Packaged Commodity	4
B.	Shipping Containers	4
1.	Requirements	4
2.	Additional Requirements	4
C.	F.a.s. Vessel Deliveries	5
IV.	FINAL EXAMINATION OF PACKAGED AND PACKED COMMODITY	5
A.	Material and Net Weight Compliance.....	5
1.	Verification of Materials and Defects.....	5
2.	Net Weight.....	5
B.	Prerequisites for Loading and Shipping Frozen Commodities.....	6
1.	Visual Inspection	6
2.	Internal Product Temperature	7
C.	Inspection and Checkloading	7
1.	Requirements	7
2.	Procedures.....	7
V.	UNITIZATION	7
A.	Pallets	7
B.	Pallet Exchange	8
VI.	SHIPMENT AND DELIVERY	8
A.	Contract Compliance Stamp.....	8
B.	Grading Certificate	8
1.	Railcar or Piggyback.....	8
2.	Trucks	8
C.	Loading and Sealing of Vehicles.....	8
1.	Railcar.....	9
2.	Truck or Piggyback.....	9
D.	Delivery Notification	9
E.	Split Deliveries	9

VII. DESTINATION EXAMINATION	10
A. Commodity Requirements.....	10
B. Temperature.....	10
C. Cost for Frozen Commodity Destination Examination	10

I. GENERAL

A. Product Description

Frozen commercial pack geese (commodity) produced from ready-to-cook young geese under this Specification will be packaged and packed in the following forms as specified in the contract:

Commercial Pack Geese, Small (214110) - U.S. Grade A, frozen, non-basted young geese, commercially packaged, with necks and giblets. Geese must weigh not less than 8 pounds (3.63 kg) and not more than 10 pounds (4.54 kg) per carcass weighed with necks and giblets. The commodity must be packed with not less than five geese and not more than six geese per container. A purchase unit will total 40,000 pounds (18,144 kg).

Commercial Pack Geese, Medium (214010) - U.S. Grade A, frozen, non-basted young geese, commercially packaged, with necks and giblets. Geese must weigh not less than 10 pounds (4.54 kg) and not more than 18 pounds (8.16 kg) per carcass weighed with necks and giblets. Geese must be packed at the rate of 3 or 4 geese per container. The difference between individual carcass weights must be no more than 2 pounds (0.9 kg). The 2 pound (0.9 kg) increments must be 10-12, 12-14, 14-16, or 16-18 pounds (the metric equivalents of these increments are: 4.54-5.44, 5.44-6.35, 6.35-7.27, or 7.27-8.16 kg respectively). A purchase unit will total 39,000 pounds (17,690 kg). A purchase unit or delivery unit may consist of shipping containers which cover two consecutive weight ranges only.

B. Commodity Complaints

The contractor/producer must immediately report all complaints received on the commodity to the Contracting Officer.

II. COMMODITY SPECIFICATIONS

A. Basic Requirements

1. Date Processed. The commodity must not be processed and packaged prior to September 30, 2005.

2. Origin of Geese. The commodity must be produced and processed from young geese which were produced, raised, and processed in the United States, its territories or possessions, the Commonwealth of Puerto Rico, or the Trust Territories of the Pacific Islands. If the contractor processes or handles goose products originating from

II.A.2.

sources other than the United States, its territories or possessions, Puerto Rico, or the Trust Territories of the Pacific Islands, the contractor must have an acceptable identification and segregation plan for those goose products to ensure they are not used in the commodities produced under this Specification. This plan must be made available to a representative of the Grading Branch, Poultry Programs, AMS, USDA (Grader), and the Contracting Officer or agent thereof upon request. The Contractor must ensure that both the Contractor and Sub-Contractor(s) maintain records such as invoices, or production and inventory records evidencing product origin, and make such records available for review by the USDA Grader or other Government official(s) in accordance with Article 76 of USDA-1.

3. Inspection. Processing operations must comply with Poultry Products Inspection Regulations (9 C.F.R. part 381) and be under the supervision of a representative of USDA's Food Safety and Inspection Service (FSIS) Inspector. Inspection for contract and Specification compliance will be in accordance with the Regulations Governing the Voluntary Grading of Poultry Products and Rabbit Products (7 C.F.R. part 70) and the U.S. Classes, Standards, and Grades for Poultry (AMS 70.200 *et seq.*) under the supervision of a USDA Grader. The USDA Grader will be responsible for certification of compliance with the requirements of this Specification for ready-to-cook young geese; packaging and packing; freezing; labeling and marking; sampling; net weight; and check-loading.

4. Product Temperature. Temperature of the commodity, unless otherwise specified, must comply with 9 C.F.R. § 381.66 throughout all operations including transportation between plants.

5. USDA Sampling Option. USDA may select additional product for further inspection or may draw samples for laboratory analyses.

6. Organoleptic Requirements. The frozen young geese will be examined for the following organoleptic requirements: Frozen young geese must show no evidence of mishandling or deterioration, and must have a bright color with no evidence of dehydration or freezing and thawing. If any sample does not comply with the organoleptic requirements, the commodity the sample represents will be rejected.

B. Commodity Requirements

1. Type – Frozen. Each delivery unit must contain officially graded frozen ready-to-cook geese that were processed and packaged on or after September 30, 2005.

2. Class. Young geese must conform to the definition for the class in 9 C.F.R. § 381.170 or in AMS § 70.204.

II.B.

3. Style.

a. Individual carcasses of geese must conform to definitions and standards found in 9 C.F.R. § 381.170 or AMS § 70.210.

b. Clips, tags, or bands must not be attached to the carcasses. (NOTE: This restriction does not apply to any device approved by FSIS for styling the product; for example, hock locks.)

4. Basting. The commodity must be non-basted; i.e., no solution or ingredients can be added.

5. Necks and Giblets. The necks and giblets must be packaged with the commodity in accordance with generally accepted commercial practices.

6. U.S. Grade. Geese must be U.S. Grade A. Grading must be in accordance with 7 C.F.R. part 70 and AMS 70.200 *et seq.* Grading must be under the supervision of a USDA grader.

7. Geese From Other Plants.

a. Frozen geese may be transferred or obtained from other processing plants, provided they: (a) have been processed, handled, and identified in accordance with this Specification; and (b) comply with the organoleptic, non-basted, and other applicable requirements for geese as evidenced by a USDA certification.

b. Type, class, and specific name of the product; date slaughtered, or date placed in frozen storage, as applicable; and the USDA-assigned plant number must be shown on each shipping container.

C. Packaging and Packing Materials. All packaging and packing materials must be clean and in new condition, must not impart objectionable odors or flavors to the product, must be safe (cannot adulterate product or be injurious to health) for use in contact with food products, and must be tamper-evident. Tamper-evident is defined as packaging or packing materials with one or more indicators or barriers to entry, which, if breached or missing, can reasonably be expected to provide visible evidence that tampering has occurred.

a. Plastic-film bags. The commodity must be individually packaged in commercially acceptable plastic-film bags.

b. Shipping containers. Containers used to pack the commodity must be: (a) good commercial fiberboard shipping containers that are acceptable by common

II.C.

or other carrier for safe transportation to the point of destination; and (b) closed by commercially acceptable methods and materials.

c. Packaging and Packing. Packaged commodity must be packed into shipping containers as follows:

- (1) Small. Not less than five geese and not more than six geese weighing not less than 8 pounds (3.63 kg) and not more than 10 pounds per carcass (4.54 kg) in each container.
- (2) Medium. Three or four geese weighing not less than 10 pounds (4.54 kg) and not more than 18 pounds per carcass (8.16 kg) in each container. The difference between the individual carcass weights per container must be no more than 2 pounds (0.9 kg). The two pound increments must be 10-12, 12-14, 14-16, or 16-18 pounds. (Metric equivalence of increments: 4.54-5.44, 5.44-6.35, or 6.35-7.27, or 7.27-8.16 kg respectively). See IV.A.2.b. for delivery unit requirements.

III. LABELING

A. Packaged Commodity

Each package of commodity must be labeled in accordance with 9 CFR part 381. Labeling must have been approved by FSIS prior to acceptance for use for this Specification.

B. Shipping Containers

1. Requirements. Each shipping container must be commercially labeled in accordance with 9 CFR part 381. Labeling must have been approved by FSIS prior to acceptance for use for this Specification.

2. Additional Requirements. The following information must be legibly preprinted, stamped, or stenciled on each shipping container; or printed on a separate pressure-sensitive label and applied to the label end of each shipping container:

- a. USDA Grademark.
- b. USDA Inspection mark.
- c. USDA-Assigned plant number.
- d. The last five digits of the contract number as it appears in the acceptance wire.

III.

C. F.a.s. Vessel Deliveries

F.a.s. vessel deliveries that are not source-loaded in a seavan are required to show the final destination's overseas address as provided in the Notice to Deliver. The address must be clearly printed on at least two sides of each pallet.

IV. **FINAL EXAMINATION OF PACKAGED AND PACKED COMMODITY**

A. Material and Net Weight Compliance

1. Verification of Materials and Defects.

a. Packaging defects. Packages in a delivery unit will be examined for defects that affect protection, expose product, or permit dehydration or freezer burn or quality deterioration during storage, such as tears, holes, or improperly sealed or closed packaging.

b. Packing defects. Shipping containers in a delivery unit will be examined for condition, labeling, and marking defects according to the United States Standards for Condition of Food Containers.

c. Tolerance for defects. If samples of packaged commodity or shipping containers in a delivery unit have more defects than the maximum tolerance for the applicable Poultry Program sample plan, the delivery unit will be rejected.

2. Net Weight. Net weight of each delivery unit will be determined at time of shipment by the test-weighing procedures of Poultry Programs.

a. Test weighing procedures.

(1) The tare weight of all packing materials will be determined by weighing a representative sample of all packaging components such as plastic-film bags, clips, and fiberboard containers.

IV.A.2.a.

(2) A representative sample will be selected in accordance with the following sample plan:

Number of Shipping Containers in Lot	Number of Shipping Containers in a Sample
1 - 4	All
5 - 50	4
51 - 100	5
101 - 200	6
201 - 400	7
401 - 600	8

For each additional 100 cases, or fraction thereof, in excess of 600 cases, one additional case shall be included in the sample.

b. Delivery units. A purchase or delivery unit of commodity must total 40,000 pounds (18,144 kg) net for small commercial pack geese and 39,000 pounds (17,690 kg) net for medium commercial pack geese.

(1) A weight variation of plus or minus 1 percent is permitted on each delivery unit. Any delivery unit weighing less than 39,200 pounds (17,781 kg) net for small geese or 38,220 pounds (17,336 kg) net for medium geese, will be rejected.

For medium geese, the difference between individual carcass weights per container must be 10-12, 12-14, 14-16, or 16-18 pounds. (Metric equivalents of increments: 4.54-5.44, 5.44-6.35, 6.35-7.27, or 7.27-8.16 kg respectively). A purchase unit or delivery unit may consist of shipping containers which cover two consecutive weight ranges only. For example, if a delivery unit consists of geese from the 12-14 and 14-16 pound (5.44-6.35 and 6.35-7.27 kg) weight ranges, it may not contain geese weighing less than 12 pounds (5.44 kg) or more than 16 pounds (7.27 kg)."

(2) USDA will pay the contractor for the amount of commodity delivered within the required weight range.

c. Net weight determination. The net weight of each delivery unit will be determined at origin by a USDA grader at the contractor's expense.

B. Prerequisites for Loading and Shipping Frozen Commodities

1. Visual Inspection. Frozen commodity must be a uniform light and bright color. Moisture (ice) present in commercial packaged geese must not exceed occasional small areas showing a thin layer of clear or pinkish-colored ice.

IV.B.1.

Frozen commodity showing evidence of weepage beyond the tolerance; or defrosting, refreezing, or freezer deterioration will be rejected for use under this Specification.

2. Internal Product Temperature. Internal product temperature of frozen commodity must be 2° F (-16.7° C) or lower at time of loading. Delivery units with internal product temperatures exceeding 2° F (-16.7° C) and up to 5° F (-15° C) will be tentatively rejected. Tentatively rejected delivery units may be returned to the freezer and the temperature reduced to 2° F (-16.7° C) or lower and reoffered one time only. Delivery units exceeding 5° F (-15° C) or delivery units that have been tentatively rejected and exceed 2° F (-16.7° C) when reoffered, will be rejected for use under this Specification.

C. Inspection and Check-loading

1. Requirements. Inspection for contract compliance will be made by a USDA representative in accordance with 7 C.F.R. part 70, 9 C.F.R. part 381, and this Specification, at the site of loading and shipping. A USDA representative may select samples for laboratory analyses or inspect the commodity at any point in transit and after delivery to point of destination. Inspection records must be complete and made available to USDA, as requested, to assure contract compliance.

2. Procedures. The inspection and check-loading required by Articles 54 and 55 of USDA-1 must be performed by a USDA grader. Procedures to be followed and a schedule of fees for these services may be obtained by contacting the nearest Grading Branch field office or the Chief of the Grading Branch, Poultry Programs, AMS, USDA, Room 3938-S, STOP 0258, 1400 Independence Avenue, SW, Washington, D.C. 20250-0258, telephone (202) 720-3271. The quality, quantity, weight, packaging, packing, and check-loading of the commodity must be evidenced by certificates issued by the Grader. The contractor must not ship the commodity unless informed by the Grader that the designated commodity to be shipped meets contract specifications.

V. UNITIZATION

Each delivery unit of commodity must be unitized (palletized and stretch-wrapped) and must comply with the following:

A. Pallets

Pallets must be good quality, wood, 48 inches x 40 inches, nonreversible, flush stringer, and partial four-way entry. Each pallet of shipping containers must be stretch-wrapped with plastic film in a manner that will secure each container and layer of containers on the pallet. Palletized product must be loaded in a way that will prevent shifting and damage to the containers of product.

V.

B. Pallet Exchange

Contractors may arrange for pallet exchange with consignees; however, USDA is in no way responsible for such arrangements.

VI. SHIPMENT AND DELIVERY

Shipment and delivery must be made in accordance with this Specification, the applicable Announcement and Invitation, and Articles 56, 57, and 64 of USDA-1, as amended by the Announcement. In addition, the contractor must adhere to the following provisions:

A. Contract Compliance Stamp

Each shipping container must be identified with a USDA Contract Compliance stamp with the applicable certificate number. A USDA grader, or other authorized personnel under the supervision of the USDA grader, will stamp one end of each shipping container prior to shipment. If there is inadequate space available on either end of the shipping container, the stamp may be applied to a side of the container.

B. Grading Certificate

A copy of the original USDA Poultry Grading Certificate issued at time of checkloading must accompany each shipment.

1. Railcar or Piggyback. If shipment is by rail or piggyback, the certificate must be placed in the railcar or trailer for easy access to the USDA grader, warehouseman, or consignee, as applicable.

2. Trucks. If shipment is by truck, the driver must, upon delivery, give the certificate to the USDA grader, warehouseman, or consignee, as applicable.

C. Loading and Sealing of Vehicles

Loading must be in accordance with good commercial practices and the initial sealing must be done at origin under the supervision of a Grader. Thereafter, all delivery units--truck lot and less-than-truck lot (LTL) quantities--must be secured at all times prior to unloading with tamper proof, tamper resistant, serially numbered, high security seals. The contractor must maintain a record of each seal number used for truck lot and LTL delivery units. Additionally, the contractor must ensure that the applicable seal identification number is on each bill of lading, shipment manifest, or other delivery documents for each delivery destination.

VI.C.

When LTL delivery units are transported on the same trailer or railcar and destined for multiple recipients, the trailer or railcar must be sealed after each delivery. The seal number must be recorded on the appropriate delivery documents and correspond with the applied seal at the time of arrival at the next destination. It will be the responsibility of the contractor to provide a sufficient number of seals and ensure that the carrier service (truck or rail) secures the trailer or railcar after each delivery destination. Failure to seal the trailer or railcar after each stop may result in rejection of the shipment by the recipient agency at the next scheduled stop and rejection of any subsequent deliveries on the trailer or railcar.

1. Railcar. Each railcar must be sealed. The contractors are responsible for arranging for railcar deliveries of more than one delivery unit so that each delivery unit contained in the same railcar can be completely separated and sealed.

2. Truck or Piggyback. Truck or piggyback shipments must be sealed at origin. A delivery unit shipped by truck or piggyback which includes split deliveries to multiple destinations will require sealing after each drop in accordance with Section VI.C of this Specification.

D. Delivery Notification

Notwithstanding the provisions of Article 56(c) of USDA-1, as amended by the applicable Announcement, the contractor must follow the instructions in the Notice to Deliver issued by the Kansas City Commodity Office (KCCO) concerning delivery notification. Such notification and information of impending delivery are vital in proper execution of delivery. The contractor must notify the State distributing agency and the consignee of shipment per instructions in the Notice to Deliver. For rail or piggyback shipments, notification shall be made on the day of shipment.

For truck shipments, notification of the estimated arrival time should be made as far in advance of delivery as possible. In addition, for truck or piggyback shipments, the contractor must request and keep scheduled appointment(s). Unloading appointments for truck or piggyback shipments must be requested from the consignee contact party(ies) at least 24 hours in advance of delivery.

E. Split Deliveries

The contractor is responsible to deliver the quantity stated on each Notice to Deliver to each destination. Contractors must provide to the USDA Grader, at time of shipment, the number of boxes and pounds for each destination. At the option of the contractor, a purchase unit with two Notices to Deliver (split deliveries) for two different destinations may be delivered on two separate trucks provided each truck ships the total quantity stated on the Notice to Deliver. Any additional costs will accrue to the contractor's account.

VII. DESTINATION EXAMINATION

A. Commodity Requirements

Before acceptance by consignee, frozen commodity may be examined by a USDA Grader on a spot-check basis for temperature, condition, identity, and, when applicable, count. The commodity may be examined for conformance to contract provisions at any time required by the Contracting Officer.

B. Temperature

Frozen commodity must arrive at destination at an average internal product temperature not to exceed 10 °F (-12.2 °C), with no individual temperature exceeding 15 °F (-9.4 °C). Commodity not meeting these requirements will be rejected for use under this Specification.

C. Cost for Frozen Commodity Destination Examination

The cost of a destination examination, before or after delivery, by a USDA grader on acceptable product will be for the account of USDA. Costs for destination examinations of rejected delivery units will be for the account of the contractor. The USDA origin grader will make arrangements for destination examinations prior to delivery.

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